DPC Comments on Proposed BDCP and EIR/S

#	Impacts/ Significance to DPC	BDCP or EIR/EIS Reference	Related DPC LURMP Policy	Related DPC Economic Sustainability Plan or other Program Recommendations	Proposed Modifications to Project Conservation Measures	Proposed Modifications to Mitigation Measures
1	Proponent proposes permanent impacts to Cosumnes River Preserve with access road, shaft location, reusable tunnel material (RTM) placement. The Cosumnes Preserve is an important location of the Pacific Flyway and is a critical component of the clustering of habitat, recreation and tourism resources, including The Nature Conservancy Staten Island property, State Park's Delta Meadows, Stone Lakes Natural Wildlife Refuge and the Legacy Communities.	Chapter 15, Impact Rec-1; Permanent Displacement of Existing Well-Established Public Use or Private Commercial Recreation Facilities Available for Public Access as a Result of the Location of Proposed Water Conveyance Facilities, Page 15-255; Line 12-27.	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8	ESP, Page274, Place Based Strategies to capture future growth for Recreation and Toursim, including 1) Enhance Delta Waterways, 2) Develop Dispersed Points of Interest and Activity Areas, 3) Create Focal Point Destination Complexes with natural areas, parks, legacy communities, marinas, historic features, and trails, 4) Expand public access to Natural Habitat Areas, 5) Create recreation-oriented buffers at Delta urban edges; Page 276, Recommendations for Habitat and Ecosystem Improvements: 1) Emphasize strategies with little or no conflict with the Delta economy, 2) Include recreation facility development in habitat enhancement plans when possible, 3) Habitat restoration should start on State-owned land and only occur on private lands with willing sellers.	The established preserve should not be disturbed for the placement of Reusable Tunnel Material, when other publicly owned sites that don't have established habitat or agriculture would be better suited. If the Cosumnes River Preserve is disturbed at all, it should only be for essential aspects of the water conveyance facilities.	DEIS/EIR states that no mitigation is required. However, consider that this is an established wildlife preserve on the Pacific Flyway for migratory birds. Mitigation should be required and implemented prior to disturbance of an existing and established wildlife preserve.
2	Impacts to Clarksburg Boat Ramp (Yolo County) would adversely effect visitor recreation experience for 8 years, at minimum. According to the project proponent, construction of the intake in this area would be long term and would also substantially alter the recreation setting for views from the boat launch/fishing access site. Therefore, constructing the proposed water conveyance facilities would result in long term reduction of recreational opportunities or experiences.	Chapter 15, Impact REC-2, Result in Long-Term Reduction of Recreation Opportunities and Experiences as a Result of Constructing the Proposed Water Conveyance Facilities, Clarksburg Boat Launch, Page 15-257, Lines 39-43; and Page 15-258, Lines 1-13.	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8	ESP, Page273, General Recommendations for Economic Sustainability: 2) Compensate local governments for lost property taxes and assessments from habitat and development of facilities for export water supply.	Project proponents should consider setting aside funds to compensate public for unknown impacts to community resources. The Delta Investment Fund can act as a depository for distribution of compensation funds.	Consider that for 8 years a public amenity will be all but unusable due to noise and visual impacts. Yolo County should be compensated for the period of time that the boat ramp is rendered unusable, and potentially the boat ramp site should be renovated when the construction period is complete. Also, consider that within the 8 year construction period the park installation and equipment will age/deteriorate, and the project proponent should update and renovate the park when construction is complete.
3	Proponent proposes permanent 230kv transmission line to be constructed on Cosumnes River Preserve disrupting scenic vistas and impacting Pacific Flyway.	Chapter 15, Impact REC-2, Result in Long-Term Reduction of Recreation Opportunities and Experiences as a Result of Constructing the Proposed Water Conveyance Facilities, Cosumnes River Preserve, Page 15-257; Line 21-24	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8	ESP, Page 275, Recommendations for Infrastructure: Ensure that future development of infrastructure in the Delta is aligned with economic sustainability strategies.	Proponent's proposed permanent 230kv transmission line would be constructed on lands managed for ecological reserve. All transmission and utility lines proposed within the Legal Delta should be placed underground or under berms to reduce impacts to terrestrial wildlife, Pacific Flyway and to reduce visual impacts on Delta scenic vistas.	
4	All temporary transmission lines should be removed once construction is complete or undergrounded to preserve Delta scenic vistas; scenic vistas are a beneficial element of the Delta recreation economy.	Chapter 15, Impact REC-2, Result in Long-Term Reduction of Recreation Opportunities and Experiences as a Result of Constructing the Proposed Water Conveyance Facilities, Cosumnes River Preserve, Page 15-257; Line 25-26.	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8	ESP, Page 275, Recommendations for Infrastructure: Ensure that future development of infrastructure in the Delta is aligned with economic sustainability strategies.	All temporary transmission lines proposed within the Legal Delta should be removed once construction is completed, or replaced with underground permanent transmission lines to reduce impacts to Pacific Flyway and to reduce visual impacts on Delta scenic vistas.	
5	Construction of proposed transmission lines will cause significant noise and visual disturbance impacting Delta recreation and residents; construction noise should be limited to reduce impacts to recreation.	Chapter 15, Impact REC-2, Result in Long-Term Reduction of Recreation Opportunities and Experiences as a Result of Constructing the Proposed Water Conveyance Facilities, Cosumnes River Preserve, Page 15-257; Line 29-30	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8		Proponent predicts that proposed transmission line construction will cause visual and noise disturbance to visitors for 3.5 years. How loud is the proposed noise level and why would the noise be generated for such an extended period of time, if only building transmission lines. How long does it take to build a transmission line?	Construction noise should be limited to working hours, 8am-5pm during work week (Monday to Friday) to reduce impact on recreation and residents.
6	Proponent proposes to build temporary barge unloading facilities at Staten Island. Barge facilities should be placed where they are the least disruptive.	Chapter 15, Impact REC-2, Result in Long-Term Reduction of Recreation Opportunities and Experiences as a Result of Constructing the Proposed Water Conveyance Facilities, Cosumnes River Preserve, Page 15-257; Line 37-38	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8	ESP, Page 274, Recommendations for Economic Sustainability of Recreation and Tourism: Protect and enhance private enterprise-based recreation with support from state and local public agencies. Most of the economic activity related to recreation is generated by private enterprise. Public agencies can provide catalist settings, recreation facilities, and infrastructure to improve access, enhance and create settings for private development, and services.	Should provide a route of all barges to fully understand impacts.	When feasible, temporary barge unloading facilities should be designed to be converted into boating recreational facilities when construction is completed. The material transport routes for barges should be shared with Delta stakeholder groups, including residents and recreationists, to reduce impacts. What is the route of the barge, where is it going, and what will it be carrying?
7	Proponent proposes construction activity Monday-Friday for up to 24 hours per day with dewatering activity 7 days per week, 24 hours per day.	Chapter 15, Impact REC-2, Result in Long-Term Reduction of Recreation Opportunities and Experiences as a Result of Constructing the Proposed Water Conveyance Facilities, Cosumnes River Preserve, Page 15-257; Line 44-45	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8		Construction activity including noise and glaring lights should be restricted to the hours of 7am-5pm to relieve residents and wildlife of constant deluge of construction impacts.	Excessive work lights after 6pm should be mitigated through screens, and constructions barriers to reduce visual impacts to resident and Pacific Flyway. Construction producing excessive noise and light glare should not be permissible during the weekend to give residents relief from non-stop construction activity.

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8	Construction of the proposed water conveyance facilities would reduce the amount of area available for wildlife viewing at Cosumnes River Preserve resulting in substantial long term reduction of recreation opportunities and experience. Given that recreation is a significant component of the Delta economy, impacts to recreation opportunities should be addressed prior to construction period.	Chapter 15, Impact REC-2, Result in Long-Term Reduction of Recreation Opportunities and Experiences as a Result of Constructing the Proposed Water Conveyance Facilities, Cosumnes River Preserve, Page 15-257; Page 15-258; Line 1-16	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8			To compensate for the disruption to wildlife areas and the recreation economy, new wildlife areas should be established and enhanced prior to the start of construction, to reduce the impacts on the Pacific Flyway and wildlife habitat and to reduce impacts on wildlife viewing and recreation. Newly constructed wildlife and habitat areas should include recreation amenities to provide alternatives to recreation facilities disrupted during the construction period.
9	Wimpy's Marina is within the construction noise threshold for BDCP-related construction, and should be compensated for the projected economic disruption to their business.	Chapter 15, Impact REC-2, Result in Long-Term Reduction of Recreation Opportunities and Experiences as a Result of Constructing the Proposed Water Conveyance Facilities, Wimpy's Marina, Page 15-258; Line 26-27	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8	ESP, Page 274, Recommendations for Economic Sustainability of Recreation and Tourism: Protect and enhance private enterprise-based recreation with support from state and local public agencies. Most of the economic activity related to recreation is generated by private enterprise. Public agencies can provide catalist settings, recreation facilities, and infrastructure to improve access, enhance and create settings for private development, and services.	The magnitude of the BDCP construction project will have economic impacts that few marinas may be able to weather. Given that even the short-term construction impacts are predicted to last for a minimum of 8 years, and BDCP predictions regarding noise and visual impacts, many marinas might not survive.	The project proponents state that Wimpy's Marina is within the noise and visual disturbance impact area, and across the river from tunnel corridor and other project installations. Analysis should be conducted of economic impact to marinas and their visitation and clientele. Marinas should be compensated for construction impacts related to noise disruption, visual disruption and vehicle congestion. This will enable them to make necessary upgrades and adjustments in order to weather the economic impacts during the construction period.
10	Construction impacting Wimpy's Marina ingress and egress should be scheduled to coincide with the marina's off season. Recreation is a significant component of the Delta economy and impacts to the recreation providers should be quantified and business owners should be compensated.	Chapter 15, Impact REC-2, Result in Long-Term Reduction of Recreation Opportunities and Experiences as a Result of Constructing the Proposed Water Conveyance Facilities, Wimpy's Marina, Page 15-258; Line 27-28	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8		A mitigation measure should be added to establish a "Delta Compensation Fund" funded by the project proponent and administered by an impartial and independent third party, with funding sufficient to address deleterious impacts created by completion of the BDCP Conservation Measures (especially the construction of the tunnels) placed into an escrow account. The administrator of the Delta Compensation Fund would make payments directly to affected parties. This would both provide an impartial means of addressing negative impacts and a prompt method to compensate those affected.	Road construction impacts adjacent to Wimpy's Marina ingress and egress should be scheduled during marina's least productive season to reduce adverse impact on the marina's business. Road construction should include new apron for marina entrance. Any construction of new road segments, or improvements to existing roads should consider incorporating Delta Trail segments (including Class I,II, III bicycle facilities) and refer to the Delta Trail master planning process for adopted alignments.
11	Anglers on river near Wimpy's Marina would experience noise and visual disturbances from construction. Recreation is a significant component of the Delta economy and impacts to the recreation providers should be quantified and business owners should be compensated.	Chapter 15, Impact REC-2, Result in Long-Term Reduction of Recreation Opportunities and Experiences as a Result of Constructing the Proposed Water Conveyance Facilities, Wimpy's Marina, Page 15-258; Line 31-32	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8			Angler fishing holes should be identified and their view corridors should be protected to the best extent possible, by maintaining vegetation and even screening work site construction and glare from lights. Night time fishing, including fishing at dusk and dawn, does occur in Delta, and the project proponents should research and identify fishing holes that would be impacted by glaring lights during these non-daylight hours.
12	Project proponent's impacts to Westgate Landing Park (San Joaquin County) would adversely effect visitor recreation experience for 8 years. Also, the adjacent community of Terminous and the Stockton KOA Camp are within the construction noise threshold (2,800 foot distance referenced in DEIR/EIS Chapter 23-112, Lines 10-11) and are currently not considered in the noise and visual impacts of the project analysis. This is of particular concern given that residents living within the 2,800 foot diameter are impacted by 24 hour noise. Recreation is a significant component of the Delta economy. Impacts to the recreation facilities should be quantified and San Joaquin County Parks should be compensated for facilities deteriorated during the construction period.	Chapter 15, Impact REC-2, Result in Long-Term Reduction of Recreation Opportunities and Experiences as a Result of Constructing the Proposed Water Conveyance Facilities, Westgate Landing Park, Page 15-258; Line 33-41	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9;Natural Resources P1, P7, P8	ESP, Page273, General Recommendations for Economic Sustainability: 2) Compensate local governments for lost property taxes and assessments from habitat and development of facilities for export water supply.	Impacts to Westgate Landing Park have not been fully analyzed. Project proponents should consider setting aside funds to compensate public agencies for unknown impacts to community resources. The Delta Investment Fund can act as a depository for distribution of compensation funds.	To mitigate for noise and visual impacts, it is suggested that a visual screen and noise barrier be provided on the west side of the park, such as planting a suitable row of trees at landside. Also, dust from Reusable Tunnel Material (RTM) may drift to the park. The vegetation barrier may also act as dust screen. If planting is not possible, trucking in large potted trees with a full canopy may also be suitable to act as a noise and dust screen. Consider that for 8 years a public amenity will be all but unusable due to noise, visual and potentially dust impacts. San Joaquin County should be compensated for the period of time that the park is rendered unusable, and potentially the park should be renovated when the construction period is complete. Also, consider that within the 8 year construction period the park facilities and equipment will age, and the project proponent should update and renovate the park when construction is complete.
13	CA State Parks owns Delta Meadows State Recreation Area, currently unstaffed but open to the public. However, it can be presumed that within the 8-10 year BDCP construction period, State Parks would generate the funds to staff Delta Meadows and make necessary improvements to the park. Delta Meadows is a key recreational resource outlined in the State Parks Recreation Proposal for the Sacramento-San Joaquin Delta and Suisan Marsh. Delta Meadow's vicinity to Locke, Walnut Grove, and other Legacy Communities makes it a key public resource and an asset for economic development and Delta recreation and tourism. Alternative 4 proposes permanent noise and visual disturbances to park visitors rendering this site inappropriate for recreation or visitation. In addition, if permanent noise and visual impacts are expected for Delta Meadows, it can be assumed that the same noise and visual disturbances will impact Locke and Walnut Grove since they are adjacent to Delta Meadows, reducing their small town characteristics and making it less appealing for visitors.	Chapter 15, Impact REC-2, Result in Long-Term Reduction of Recreation Opportunities and Experiences as a Result of Constructing the Proposed Water Conveyance Facilities, Delta Meadows, Page 15-259; Line 1-13	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8	ESP, Page273, General Recommendations for Economic Sustainability: 2) Compensate local governments for lost property taxes and assessments from habitat and development of facilities for export water supply.		Temporary and permanent noise levels at Delta Meadows and surrounding Legacy Communities should not go above acceptable levels for residential communities. All temporary transmission lines proposed within the Legal Delta should be removed once construction is completed. Permanent transmission lines should be placed underground to reduce impacts to Pacific Flyway and to reduce visual Impacts on Delta scenic vistas.

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14	During tunnel construction, Bullfrog Marina users would be disturbed by noise and visual disruptions related to the construction activities. Anglers on the river between the marina and the construction area would experience noise and visual disturbances from construction.	Chapter 15, Impact REC-2, Result in Long-Term Reduction of Recreation Opportunities and Experiences as a Result of Constructing the Proposed Water Conveyance Facilities, Bullfrog Landing Marina, Page 15-259; Line 14-24.	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8	ESP, Page 274, Recommendations for Economic Sustainability of Recreation and Tourism: Protect and enhance private enterprise-based recreation with support from state and local public agencies. Most of the economic activity related to recreation is generated by private enterprise. Public agencies can provide catalyst settings, recreation facilities, and infrastructure to improve access, enhance and create settings for private development, and services.	In addition, Cruiser Haven Marina is located on Palm Tract along Old River across from the safe haven work area on Bacon Island and should also be considered for impacts to marinas and recreation similiar to Bullfrog Landing Marina; A mitigation measure should be added to establish a "Delta Compensation Fund" funded by the project proponent and administered by an impartial and independent third party, with funding sufficient to address deleterious impacts created by completion of the BDCP Conservation Measures (especially the construction of the tunnels) placed into an escrow account. The administrator of the Delta Compensation Fund would make payments directly to affected parties. This would both provide an impartial means of addressing negative impacts and a prompt method to compensate those affected.	The magnitude of the BDCP construction project will have economic impacts that few marinas may be able to weather. Given that even the short-term construction impacts are predicted to last for 8 years and the BDCP predictions regarding noise impacts, many marinas may not survive. Economic impacts to marinas should be quantified and business owners should be compensated for impacts to their business. Angler fishing holes should be identified, especially non-daytime fishing holes, and their view corridors should be protected to the best extent possible, by maintaining vegetation and even screening construction and glare from work lights.
15	Recreational visitors to Clifton Court Forebay will experience a long term reduction of recreational opportunities and experiences as a result of the proposed water conveyance facilities.	Chapter 15, Mitigation Measure REC-2: Provide Alternative Bank Fishing Access Sites, Impact REC-2, Clifton Court Forebay, Page 15-259, Lines 26-44; and Page 15-260, Lines 1-11.	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8			Coordinate with Clifton Court Forebay Fishing Facility (State Clearing House # 2013062041).
16	To compensate for impacts to informal fish access sites, proponent proposes to enhance formal fish access sites. However, three of the four sites that proponent proposes to enhance will be directly impacted and rendered less than usable due to the construction.	Chapter 15, Mitigation Measure REC 2: Provide Alternative Bank Fishing Access Sites, Page 15-263, Lines 19-39; page 15-272, Lines 23-24.	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8	ESP, Page273, General Recommendations for Economic Sustainability: 2) Compensate local governments for lost property taxes and assessments from habitat and development of facilities for export water supply.	Alternative bank fishing sites should provide safe and adequate parking and sanitation facilities. Any improvements should consider a financing mechanism for increased law enforcement, waste management, and emergency response during the construction period to lift the burden from the local jurisdiction. Any proposed fish access sites that require improvements to right of way should consider incorporating Delta Trail Master Plan improvements.	There are inconsistencies in the mitigation measures. The proponent proposes to provide "formal" fishing access sites prior to the construction of the intakes to compensate for the "informal" fish access sites. However, three of the four proposed locations will be directly impacted by the construction of the intakes. For example, the Clarksburg Fishing Access site that the proponent proposes to enhance is directly across the Sacramento River from a proposed intake. Also, the Georgiana Slough Fishing Access site enhancements may be compromised by noise and visual disturbances due to its close vicinity to the construction of a proposed tunnel shaft. Also, enhancements at Clifton Court Forebay (CCF) will also be compromised for seven years given that CCF will be expanded (see page 15-259, lines 33-36). Enhancements at CCF may be possible since this site is not impacted by the conveyance construction; however, this site is not listed on the Recreation Facilities maps: Figure M15-2 (Sheets 1-7), and it should be. Any enhancements at these three Fishing Access sites (Clarksburg, Georgiana Slough and CCF) would be less than usable during the construction period. Instead, Fishing Access sites should be built that are not in the construction zone to compensate for the "informal' fishing access that will be unusable during the construction period. In addition, the Clarksburg, Georgiana Slough and CCF Fishing Access sites should be enhanced and upgraded once the conveyance construction is completed, given that these three sites are rendered unusable during the construction period.
17	In order to accommodate transmission lines and access routes, tree and shrub removal is proposed in addition to pruning. The removal of vegetation may have an impact on recreational opportunities.	Chapter 15, Mitigation Measure AES-1a: Locate New Transmission Lines and Access Routes to Minimize the Removal of Trees and Shrubs and Pruning Needed to Accommodate New Transmission Lines and Underground Transmission Lines Where Feasible, Page 15-264, Line 1-5; Page 15-273, Line 25-28; Page 15-283, Line 37-41; Page 15-289, Line 5-9.	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8		All proposed tree and shrub removal should be reviewed and the line of sight should be analyzed prior to assess visual impacts.	A stakeholder group (consisting of recreational users) should be convened to review the vegetation removal and pruning plan to assess impacts to recreational boating and fishing, and make recommendations on how to reduce impacts to user groups. In addition, new fishing facilities should be provided if there are substantial impacts to fishing. Boating and fishing stakeholders should also be informed of the new facilities and times of operation.
18	Construction activity that is not screened will have visual and noise impacts to visitors and recreational users.	Chapter 15, Mitigation Measure AES-1b: Install Visual Barriers between Construction Work Areas and Sensitive Receptors, Page 15-264, Line 6-9; Page 15-273, Line 6-7; Page 15-284, Line 37-41; Page 15-289, Line 10-13.	Infrastructure P1			A stakeholder group (recreational users) should be convened to review the proposed plans and location for construction screens, to assess if screens provide an adequate amount of coverage from construction work.

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19	There are large surface areas along the BDCP tunnel alignment that are being proposed to store spoils and borrow materials. Most of these surface areas are currently being used for agricultural purposes. Reusable Tunnel Material areas should not be located on agricultural land of high value or privately owned agricultural land.	Chapter 15, Mitigation Measure AES-1c: Develop and Implement a Spoil/ Borrow and Reusable Tunnel Material Area Management Plan, Page 15-264, Line 10-13; Page 15-273, Line 10-11; Page 15-284, Line 5-8; Page 15-289, Line 14-17.	Agriculture P2, P3, P4, P5, P7, P9	ESP, page 274, Recommendations for the Economic Sustainability of Agriculture; 1. Maintain and enhance the value of Delta agriculture; 2. Limit the loss of highly productive farmland to urbanization, habitat, and flooding to the greatest practical extent		All management plans should be reviewed by a stakeholder group (consisting of agriculture and recreational interests) to ensure that the spoil/borrow material removal and transport does not impact agriculture operations and recreational activities, or at minimum to involve stakeholders who can provide input on how the transfer of spoil materials can be conducted while sustaining agriculture and recreational economies. Reusable Tunnel Material Areas should refrain from converting agricultural land to non-agriculturally-oriented uses. If this is to occur, project proponent should ensure that conversion of agriculturally-oriented land happens on public land rather than on land in private ownership. Conversion of agricultural land should occur first where productivity and agricultural values are the lowest.
20	Barges are proposed to transfer large amounts of spoil and borrow materials. In some cases barges will transfer materials on waterways from island to island. Barge traffic could impact recreational boating and fishing. Also, unloading facilities will need to be constructed and later decommissioned when project is complete.	Chapter 15, Mitigation Measure AES-1d: Restore Barge Unloading Facility Sites Once Decommissioned, Page 15-264, Line, Page 15-264, Line 14-16; Page 15-273, Line 14-16; Page 15-284, Line 9-11; Page 15-289, Line 18-20.	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8		Consider converting barge unloading facilities into recreational amenities, such as boating facilities, once construction is completed.	The path of travel and times for the barges should be scheduled and coordinated with a recreation stakeholder group to ensure that barge activities have the least possible impact on recreational travel and economies. Barge unloading facilities should be designed with adaptive reuse in mind, to be converted to recreational boating and fishing purposes when construction is complete.
21	Water intake facilities are industrial-type structures proposed in an agricultural setting with surrounding legacy communities. The exterior design of the water conveyance facilities has the potential to deteriorate scenic river views for residents and visitors. Part of preserving the historic quality of the Delta is also perserving the cultural landscape of the Delta. Recreational boating is a significant part of the Delta economy and scenic views are one of the reasons visitors come to the Delta.	Chapter 15, Mitigation Measure AES-1e: Apply Aesthetic Design Treatments to All Structures to the Extent Feasible, Page 15-264, Line 17-20; Page 15-273, Line 17-20; Page 15-284, Line 12-15; Page 15-289, Line 21-24.	Infrastructure P1; Agriculture P1, P2, P3, P9; Natural Resources P1, P6, P8	The pumping intake stations will introduce an "industrial" quality along approximately five to ten miles of the Sacramento River, creating significant visual impacts to this rural, scenic stretch of river. In addition, the sound and night lighting related to these facilities will change the setting of the existing Legacy Communities. Together, these features will reduce the Delta-as-Place character and the value of the Delta as a tourism destination (ESP, page 191); ESP, Overarching Implementation Strategies for Legacy Communities (page 245): Historic Preservation - Legacy Communities offer a unique sense of place and history that should be preserved for future generations. However, as structures age and communities decline, reinvestment and new investment in real estate assests is critical to economic sustainability. Development projects that are consistent with the existing community fabric should be encouraged, particularly as a strategy to retain and recruit business in the Legacy Communities.	Intake screens should be designed to simulate or complement the scenery of the Delta environment. This could include simulated riparian vegetation. Buildings visible from the river's edge should be designed with aesthetics in mind to reduce the visual impacts.	The three water intake facilities proposed for Alternative 4 will have a permanent impact on the scenic and visual quality of the Sacramento River from Clarksburg, Hood and Courtland. The three water intakes are industrial-type facilities in an agricultural setting. The design and siting for the water intake facilities should consider its surrounding context and the architectural aesthetics of the adjacent legacy communities of Clarksburg, Hood and Courtland. The exterior of all water intake facilities should be designed to the appropriate scale, massing and proportions and should be set back from levees and river views. The exterior should incorporate appropriate architectural exterior materials, finishes and treatments. The exterior design of the Freeport water intake should be used as an example of the quality exterior expected.
22	Concrete batch plants and fuel stations will be a fixed structure for the construction period (8 years and potentially longer). During this period batch plants and fuel stations will have an impact on Delta visual and scenic resources. Construction of concrete batch plants and fuel stations are proposed as part of the water conveyance project, and could potentially be situated in the line of sight for recreational boating and fishing users. Once facilities are removed riparian areas may need to be restored to original state. Prominently located facilities should be designed with the vernacular architectural style of agricultural building types to fit into the Delta landscape.	Chapter 15, Mitigation Measure AES-1f: Locate Concrete Batch Plant and Fuel Stations Away from Sensitive Visual Resources and Receptors and Restore Sites upon Removal of Facilities, Page 15-264, Line 21-24; Page 15-273, Line 21-24; Page 15-284, Line 16-19; Page 15-289, Line 25-28.	Infrastructure P1; Agriculture P1, P2, P3, P9; Natural Resources P1, P6, P8	The pumping intake stations will introduce an "industrial" quality along approximately five to ten miles of the Sacramento River, creating significant visual impacts to this rural, scenic stretch of river. In addition, the sound and night lighting related to these facilities will change the setting of the existing Legacy Communities. Together these features will reduce the Delta-as-Place character and the value of the Delta as a tourism destination (ESP, page 191); ESP, Overarching Implementation Strategies for Legacy Communities (page 245): Historic Preservation - Legacy Communities offer a unique sense of place and history that should be preserved for future generations. However, as structures age and communities decline, reinvestment and new investment in real estate assests is critical to economic sustainability. Development projects that are consistent with the existing community fabric should be encouraged, particularly as a strategy to retain and recruit business in the Legacy Communities.		Construction of concrete batch plants and fuel stations should be sited to reduce the visual impacts on residents and recreation/tourism economies. A stakeholder group (comprised of residents and recreation users) should determine if batch plant and fuel station siting and appearance have significant visual impacts to warrant vegetative screening or building facade enhancements. If so, proposed temporary structures should be screened from view; if not feasible, construction-related structures should be designed to simulate existing Delta architectural building types and vernacular architecture. After construction period ends, building sites should be restored to their original conditions. When feasible, buildings should be considered for adaptive reuse into recreational facilities. Batch plants and fuel stations will have impacts on the riparian area of rivers and impact to recreational fishing, and the post-construction restoration of these area will also have impacts on recreational fishing. Construction of concrete batch plants and fuel stations should be sited to reduce the impact on recreational fishing.
23	Project proponent proposes to remove vegetation that is in conflict with construction footprint and proposes the implementation of a post-construction landscape plan to restore vegetation, habitat, and viewsheds.	Chapter 15, Mitigation Measure AES-1g: Implement Best Management Practices to Implement Project Landscaping Plan, Page 15-264, Line 25-28.	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5; Agriculture P2, P3, P9; Natural Resources P1, P7, P8		Recreational and habitat stakeholder group should review landscaping plan to provide input on how to reduce impacts to recreation and habitat restoration.	Best management practices related to new landscaping or vegetation restoration should take into account the impacts on residents, recreational and tourism economies, including fishing. Any landscape plan should be reviewed by a stakeholder group comprised of recreation users and local stakeholders.

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24	Project proponent proposes to limit construction to daylight hours within a 1/4 mile of residents.	Chapter 15, Mitigation Measure AES-4a: Limit Construction to Daylight Hours within 0.25 Mile of Residents, Page 15-264, Line 29-32.	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5; Agriculture P2, P3, P9; Natural Resources P1, P7, P8	The pumping intake stations will introduce an "industrial" quality along approximately five to ten miles of the Sacramento River, creating significant visual impacts to this rural, scenic stretch of river. In addition, the sound and night lighting related to these facilities will change the setting of the existing Legacy Communities. Together these features will reduce the Delta-as-Place character and the value of the Delta as a tourism destination (ESP, page 191); LURMP, Utilities and Infrastructure, Policy P1, Page 32; Utilities shall consult with communities early in the planning process for the purpose of creating an appropriate buffer from residences, schools, churches, public facilities, and inhabited marinas.		In agricultural settings, visual glare and noise impacts travels beyond a .25 mile area. A quarter-mile is not sufficient to mitigate for these impacts. Project proponent should increase minimum to .5 mile, and limit construction to daylight hours a half mile away from residents.
25	Proponent's construction activity will create fugitive lighting, which will have potential negative impact on Delta residents, and recreational and tourism economies, including fishing and boating.	Chapter 15, Mitigation Measure AES-4b: Minimize Fugitive Light from Portable Sources Used for Construction, Page 15-265, Line 1-4; Page 15-284, Line 24-27; Page 15-289, Line 33-36	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5; Agriculture P2, P3, P9; Natural Resources P1, P7, P8	The pumping intake stations will introduce an "industrial" quality along approximately five to ten miles of the Sacramento River, creating significant visual impacts to this rural, scenic stretch of river. In addition, the sound and night lighting related to these facilities will change the setting of the existing Legacy Communities. Together these features will reduce the Delta-as-Place character and the value of the Delta as a tourism destination (ESP, page 191);LURMP, Policy P1, Page 32; Utilities shall consult with communities early in the planning process for the purpose of creating an appropriate buffer from residences, schools, churches, public facilities, and inhabited marinas.		Fugitive light from portable sources used for construction will have negative impacts on recreational and tourism economies. Construction protocols should make every possible effort to screen any fugitive light from residential communities and high traffic roads. Fugitive light from portable sources used for construction could have negative impacts on nighttime fishing. Construction protocols should make every possible effort to screen any fugitive light.
26	Fugitive lights from trucks traveling to construction sites at night have the potential to disturb Delta residents in addition to recreational and tourism economies, including boating and fishing users.	Chapter 15, Mitigation Measure AES-4c: Install Visual Barriers along Access Routes, Where Necessary, to Prevent Light Spill from Truck Headlights toward Residences, Page 15-265, Line 5-8; Page 15-284, Line 28- 29; Page 15-290, Line 1-4	Infrastructure P1; Agriculture P1, P2, P3, P9; Natural Resources P1, P6, P8	The pumping intake stations will introduce an "industrial" quality along approximately five to ten miles of the Sacramento River, creating significant visual impacts to this rural, scenic stretch of river. In addition, the sound and night lighting related to these facilities will change the setting of the existing Legacy Communities. Together these features will reduce the Delta-as-Place character and the value of the Delta as a tourism destination (ESP, page 191)		Fugitive light from vehicular travel during nighttime construction could have negative impacts on nearby residents and nighttime fishing. Construction protocols should make every possible effort to screen any fugitive light behind visual barriers. In fact, recreational stakeholders should assist in identifying nighttime construction vehicular traffic routes to reduce impacts to recreational fishing. Information on nighttime vehicle traffic should be publicized to inform nearby residents and recreational interests of possible user impacts.
27	Project proponent is proposing a Site Specific Construction Traffic Management Plan to address increased construction traffic impacts. This plan will mitigate for traffic impacts on roadways and waterways. Increased truck traffic will impact Delta residents in addition to agriculture and recreational/ tourism economies. Delta residents and recreation users, including recreational boating users and marina owners, should have input on the Traffic Management Plan to ensure that traffic impacts are minimized. Attenuation Devices will be used to reduce noise generated from pile driving and other construction related underwater noise.	Chapter 15, Mitigation Measure TRANS-1a: Implement Site-Specific Construction Traffic Management Plan, Page 15-265, Line 9-12; Page 15-270, Line 35-38; Page 15-284; Line 32-35; Page 15-290, Line 5-8	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8			Delta stakeholders should be made aware of construction routes and construction hours to mitigate transporation impacts. Provide windows of time when there is no truck traffic and farmers can move their farm equipment at these times. The proposed Mitigation Measure TRANS-1a Traffic Management Plan should be reviewed by recreation stakeholders (in particular recreational boating users and marina owners) to make recommendations on how to mitigate for traffic impacts, barge routes and barge schedules. Given that the proposed barge schedule runs from June 1-October 31 during the high season for boating in the Delta, the schedule should be modified to Monday to Thursday from 6am to 5pm, as this would allow recreational boaters to use the waterways for three days without barge traffic.
28	Recreational boating and fishing users will be impacted by increased construction traffic.	Chapter 15, Mitigation Measure TRANS-1b: Limit Hours or Amount of Construction Activity on Congested Roadway Segments, Page 15-265, Line 13-20; Page 15-284, Line 1-4; Page 15-285, Line 9-12	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8			Construction traffic management plans should consider the roads that are used by recreational fishing users and the management plan should reduce traffic impacts to recreational users.
29	Recreational boating and fishing users will be impacted by increased construction traffic.	Chapter 15, Mitigation Measure TRANS-1c: Make Good Faith Efforts to Enter into Mitigation Agreements to Enhance Capacity of Congested Roadway Segments, Page 15-265, Line 17-20; Page 15-285, Line 5-8; Page 15-285, Line 13-16	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8			Construction traffic management plans should consider the roads that are used by recreational fishing users and the management plan should reduce traffic impacts to recreational users.
30	Recreational boating and fishing users will be impacted by increased noise.	Chapter 15, Mitigation Measure NOI-1a: Employ Noise-Reducing Construction Practices during Construction, Page 15-265, Line 21-23; Page 15-285, Line 13-16; Page 15-285, Line 17-19.	Recreation P12, Infrastructure P1, Agriculture P3, P9; Natural Resources P1,P8	The pumping intake stations will introduce an "industrial" quality along approximately five to ten miles of the Sacramento River, creating significant visual impacts to this rural, scenic stretch of river. In addition, the sound and night lighting related to these facilities will change the setting of the existing Legacy Communities. Together these features will reduce the Delta-as-Place character and the value of the Delta as a tourism destination (ESP, page 191)		Construction noise will have an impact on recreational fishing. In general, construction noise should be reduced to less then significant levels to reduce impacts to residents and recreational users.

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31	A complaint/response tracking system is being proposed to receive complaints from recreational boating and fishing users.	Chapter 15, Mitigation Measure NOI-1b: Prior to Construction, Initiate a Complaint/Response Tracking Program, Page 15-265, Line 24-26; Page 15-272, Line 36-37; Page 15-285, Line 12-14; Page 15-290, Line 20-22;	Recreation P12, Infrastructure P1, Agriculture P3, P9; Natural Resources P1,P8	The pumping intake stations will introduce an "industrial" quality along approximately five to ten miles of the Sacramento River, creating significant visual impacts to this rural, scenic stretch of river. In addition, the sound and night lighting related to these facilities will change the setting of the existing Legacy Communities. Together these features will reduce the Delta-as-Place character and the value of the Delta as a tourism destination (ESP, page 191)		A complaint and response tracking system should involve stakeholders, such as residents and recreationists, including recreational fishing stakeholders, to ensure the tracking program is developed to take into account their concerns, including nature of complaints, how complaints were resolved, response time and number of callers raising the same issues. Any complaint/response tracking program should also be coordinated with the County Sheriff's Department, appropriate Board of Supervisors offices, local community advisory councils, and stakeholder groups. The response tracking program coordinator should be required to report complaints/resolutions on a monthly basis to the stakeholder group and provide complaint intake notes. This would help ensure that complaints are being addressed appropriately and in a timely manner.
32	Construction noise impacts will include impact pile driving which will disrupt residents as well as recreational and fishing users.	Chapter 15, Impact REC-3: Result in Long-Term Reduction of Recreational Navigation Opportunities as a Result of Constructing the Proposed Water Conveyance Facilities, Page 15-265, Line 27-28	Recreation P12, Infrastructure P1, Agriculture P3, P9; Natural Resources P1,P8	The pumping intake stations will introduce an "industrial" quality along approximately five to ten miles of the Sacramento River, creating significant visual impacts to this rural, scenic stretch of river. In addition, the sound and night lighting related to these facilities will change the setting of the existing Legacy Communities. Together these features will reduce the Delta-as-Place character and the value of the Delta as a tourism destination (ESP, page 191)		Impact Pile Driving should be restricted to daylight work hours from Monday through Friday (7am-4pm) and prohibited on weekends. If impact pile driving is utilized, every effort should be made to inform residents and recreational boating and fishing users of the dates and times of noise impacts, through their means of communication.
33	There will be a reduction of navigation opportunities for recreational boating as a result of constructing proposed water conveyance facilities. Alternative 4 depicts an operable barrier at Old River, per Figure M3-4, Sheet 15 of 15.	Impact REC-3: Result in Long-Term Reduction of Recreation Navigation Opportunities as a Result of Constructing the Proposed Water Conveyance Facilities, Page 15-265, Lines 27-36.	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8			Recreational boaters have access rights to navigable waters of the United States, and there should be assurance that any proposed control structures, such as gates or barriers whether temporary or permanent, shall not prohibit navigation through Delta waterways. Any proposed boat locks should be always staffed so not to prohibit recreational access to navigable Delta waterways. Also, any proposed operable boat locks/barriers should be installed, maintained and operated without any cost or expense to recreational boaters.
34	Construcition of Alternative 4 would lead to obstructions and associated boat traffic delays. Intake construction would involve installation of cofferdams in waterways, the use of barges, barge mounted cranes, or other large waterborne equipment, including barge unloading facilities, and siphons that would effect navigation for recreation users. This will make the Delta a less desirable place for recreational boating, fishing and water activities.	Impact REC-3: Result in Long-Term Reduction of Recreation Navigation Opportunities as a Result of Constructing the Proposed Water Conveyance Facilities, Page 15-265, Lines 29-36.	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8			Recreational boaters have access rights to navigable waters of the United States, and there should be assurance that any proposed control structures, such as gates or barriers whether temporary or permanent, shall not prohibit navigation through Delta waterways. Any proposed boat locks should be always staffed so not to prohibit recreational access to navigable Delta waterways. Also, any proposed operable boat locks/barriers should be installed, maintained and operated without any cost or expense to recreational boaters.
35	Cofferdams would be constructed within the river channel at intake locations. Cofferdams would range from 740-2440 feet in length and extend into the river up to 120 feet depending on location. The river is approximately 500-700 feet wide near proposed intakes, which would leave approximately 380-580 feet open for boat passage.	Impact REC-3: Result in Long-Term Reduction of Recreation Navigation Opportunities as a Result of Constructing the Proposed Water Conveyance Facilities, Page 15-266, Lines 2-10.	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8			Restricted boat passage, including reduced speed zones, will cause reduced access and delays to boat passage at intake sites along the Sacramento River. Marina and boat launch sites north of the intakes will have reduced usage since it will be easier to store/launch boats south of construction sites rather than travel through the construction zone which will have reduced speed and no-wake restrictions. Project proponents should compensate marinas and launch sites for loss of revenue streams during the construction period.
36	Water-based recreational activities would be severly impacted at the vicinity of the intakes for the duration of construction period (up to 4 years at each intake location). At least 2 intakes will be constructed simultaneously. The project proponent should clarify how many of the intakes will be built simultaneously to understand the magnitude of construction impacts.	Impact REC-3: Result in Long-Term Reduction of Recreation Navigation Opportunities as a Result of Constructing the Proposed Water Conveyance Facilities, Page 15-266, Lines 23-35.	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8			Lines 26 through 27 state that " Water-based recreational activities such as waterskiing, wakeboarding, tubing, or fishing are also low, but effectively would be eliminated in the vicinity of the intakes for the duration of construciton (up to 4 years at each intake location)." Based on this information, it seems that all three intakes could be constructed simultaneously to meet the project timeline. Potentially, boaters traveling south on the Sacramento River would be restricted to a 5 mile-per-hour no-wake zone from Intake 2 to Intake 5. This is a 5-7 mile stretch of river from approximately south of Clarksburg to South of Walnut Grove. It is not clear from the project proposal if two or more Intakes will be built at the same time, which is important to understand the magnitude of the noise, traffic and visual impacts.
37	Construction of 2 siphons associated with Alternative 4 would result in temporary obstruction of boat passage and may cause boat traffic delays and navigation hazards to boaters. Boating is a significant component of the recreational economy in the Delta and marinas should be compensated for loss in revenue due to construction activities.	Impact REC-3: Result in Long-Term Reduction of Recreation Navigation Opportunities as a Result of Constructing the Proposed Water Conveyance Facilities, Page 15-267, Lines 17-29.	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8		A mitigation measure should be added to establish a “Delta Compensation Fund” funded by the project proponent and administered by an impartial and independent third party. With funding sufficient to address deleterious impacts created by completion of the BDCP Conservation Measures (especially the construction of the tunnels) placed into an escrow account, the administrator of the Delta Compensation Fund would make payments directly to affected parties. This would both provide an impartial means of addressing negative impacts and a prompt method to compensate those affected.	Italian Slough Siphon construction will impact the Lazy M. Marina and associated boat users through reductions in recreational navigation opportunities. An economic assessment should be conducted to better understand how construction activities will impact the marina economically. Impacted marinas should be compensated for loss of economic revenue during construction of Italian Slough Siphon or other siphons.

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38	Proponent proposes building 5 temporary barge unloading facilities at riverbanks near the tunnel alignment. Facilities would be used to transfer pipeline construction equipment and materials to and from construction sites.	Impact REC-3: Result in Long-Term Reduction of Recreation Navigation Opportunities as a Result of Constructing the Proposed Water Conveyance Facilities, Page 15-267, Lines 31-43, and Page 15-267, Lines 1-41.	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8		The proposed project does not specify the size of the barge facilities at each of the 5 locations. For the Old River barge description, there is an indication that the barge facility is 1000 feet by 200 feet, but it is not specified. The size of all 5 barge facilities should be indicated to further assess full impacts on Delta waterways and navigation.	Given that recreation is a significant component of the Delta economy and marina infrastructure in the Delta is in need of infrastructure upgrades, any barge facilities infrastructure that is built should be designed for adaptive reuse as recreational facilities once construction is completed. The proposed Mitigation Measure TRANS-1a Traffic Management Plan should be reviewed by residents and recreation stakeholders (in particular recreational boating users and marina owners) to make recommendations on how to mitigate for traffic impacts, including barge routes and barge schedules. Given that the proposed barge schedule runs from June 1- October 31 during the high season for boating in the Delta, the barge schedule should be modified to Monday to Thursday from 6am to 5pm, as this would allow recreational boaters access to waterways for three days without barge traffic.
39	Project will impact fishing activities in the Delta.	IMPACT REC-4: Result in Long-Term Reduction of Recreational Fishing Opportunities as a Result of Constructing the Proposed Water Conveyance Facilities, Page 15-270, Lines 39-43.	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8			Project proponents should consider project impacts to subsistence fishing in the Delta. There needs to be a comprehensive study of subistence fishing in the Delta to fully understand baseline conditions of subsistence fishing that will be impacted by Alternative 4 construction. Making enhancements at existing fishing access sites is not sufficient if there is little understanding of subsistence fishing activities. Also, there should be a comprehensive study of economic impacts to bass habitat and tournaments.
40	Project proponent proposes alternative bank fishing sites to compensate for informal bank fishing along project stretch. However, several of the sites the project proponent proposes to enhance are located in vicinity of construction and already are impacted by the construction project. New fish access sites away from the construction areas should be proposed.	Chapter 15, Mitigation Measure REC-2 Provide Alternative Bank Fishing Access Sites, Page 15-272, Line 23-24	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P52		Alternative bank fishing sites should provide safe and adequate parking and sanitation facilities. Any improvements should consider a financing mechanism for increased law enforcement, waste management, and emergency response during the construction period to lift the burden from the local jurisdiction. Any proposed fish access sites that require improvements to right of way should consider incorporating Delta Trail Master Plan improvements.	Project proponents should conduct a detailed study of informal fishing activities including subsistence and bank fishing along the entire stretch of the project site, including area of water conveyance intakes to assess full impact to informal and subsistence fishing and to determine the level of displacement that will occur and how much mitigation is necessary to eliminate the impact. In regards to the proposed enhancements of existing fishing sites, ensure that sites selected are not being impacted by construction activities, otherwise it does not compensate.
41	Construction noise impacts will include impact pile driving which will disrupt recreational and fishing users, as well as residents.	EIS/EIR, Chapter 15, Mitigation Measure AQUA-1a: Minimize the Use of Impact Pile Driving to Address Effects of Pile Driving and Other Construction-Related Underwater Noise, Page 15-272, Line 25-28; Page 15-285, Line 15-18	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8		The time schedule of pile driving and other underwater noise activities should be reviewed by a stakeholder body comprised of Delta recreation, boating, and fishing stakeholders to make suggestions on how construction impacts can be minimized by managing construction hours. Impact pile driving should be restricted to daylight work hours from Monday through Friday (7am-4pm) and prohibited on weekends in order to reduce noise impacts to residents and recreational boating and fishing users. If impact pile driving is utilized, every effort should be made to inform recreational boating and fishing users of the dates and times of noise impacts, through their means of communication.	Pile driving and other construction-related underwater noise will have a negative impact on boating, fishing and water recreation. Underwater construction noise including pile driving should be scheduled when there will be the least impact to recreational activities. This would mean conducting these types of construction activities from 7am to 3pm Monday to Thursday and not conducting these type of activities from Friday through Sunday. This would allow recreational activities to resume during the weekend period, including Friday. This is especially important during summer and warm-weather months when recreational activities tend to occur. Recreational activities contribute to the Delta economy, so it is essential to ensure that construction impacts do not deter recreational users.
42	Pile driving and other construction-related underwater noise has the potential to impact fish species and recreational fishing near construction sites. Attenuation device will be used to reduce noise generated from pile driving and other construction related underwater noise.	EIR/EIS, Chapter 15, Mitigation Measure AQUA-1b: Use an Attenuation Device to Reduce Effects of Pile Driving and Other Construction-Related Underwater Noise, Page 15-272, Line 29-30 and 33-34; Page 15-285, Line 19-22	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8			A stakeholder body comprised of Delta recreation, boating, and fishing stakeholders should be established to make suggestions on how construction impacts can be minimized. This would include reviewing the attenuation device to have a better understanding of how it will reduce pile driving and construction-related underwater noise.
43	Recreational boating and fishing are a significant part of the Delta economy. Economic impacts to recreational boating and fishing should be heavily considered as they have an impact on the Delta economy including marinas, restaurants, boating supplies, bait shops, and fishing tournaments and festivals.	Impact REC-5: Result in Long-Term Reduction of Recreational Fishing Opportunities as a Result of the Operation of the Proposed Water Conveyance Facilities, Page 15-273, Line 29-35 and Page 15-274, Line 1-6.	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8			

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44	A stretch of Sacramento River would be subject to recreational-use restrictions during maintenance and repair of proposed water conveyance facilities (i.e., any fish screens, water intakes, pumping mechanisms). According to the BDCP Document and CEQA conclusion, these impacts are less than significant and do not require mitigation measures.	Impact REC-7: Result in Long-Term Reduction in Water-Based Recreation Opportunities as a Result of Maintenance of the Proposed Water Conveyance Facilities, Page 15-276, Lines 9-35	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8		Safety protocols should be implemented during maintenance periods to allow for safe passage of recreational vessels and recreation water users to prevent conflicts with maintenance and repair work, even if only temporary.	Safety protocols should be implemented during maintenance periods to allow for safe passage of recreational vessels and recreation water users to prevent conflicts with maintenance and repair work, even if work is only temporary. Also, signage should identify water conveyance facilities (i.e. fish screens, water intakes, pump mechanisms, gates) and risks to recreational users (i.e. identifying changes in water flow, such as undertow currents for users on non-motorized vessels). Recreational river users will not know how to interact with these large water conveyance facilities and signage should be installed informing recreational water users of how to interact with water conveyance facilities on the river course.
45	All water conveyance facilities should incorporate public infrastructure upgrades at facility locations, which may include road upgrades (Class II and III bike lanes); recreational trails (Class I bike lanes); water trail launch sites; bank fishing; observation points; visitor parking, rest stops and public bathrooms. Any maintenance of water conveyance facilities may impact recreation infrastructure during the maintenance period.	Impact REC-8: Result in Long-Term Reduction in Land-Based Recreation Opportunities as a Result of Maintenance of the Proposed Water Conveyance Facilities, Page 15-276-77, Line 38-42 and Line 1-6.	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P7, P8		All water conveyance facilities should incorporate public infrastructure upgrades at facility locations, which may include road upgrades (Class II and III bike lanes); recreational trails (Class I bike lanes); water trail launch sites; bank fishing; observation points; visitor parking, rest stops and public bathrooms. Any maintenance of water conveyance facilities may impact recreation infrastructure during the maintenance period.	Safety protocols should be implemented during maintenance periods to reduce impacts to recreation facilities and recreational users at any water conveyance facility site.
46	Soils-2, Construction of conveyance facilities would involve irreversible removal, overcovering, and inundation of topsoil over extensive areas, resulting in substantial loss of topsoil. This is of significance to the DPC as this loss could have negative impacts to Delta agriculture, habitat, recreation and other Delta land uses which the DPC strives to protect.	Loss of topsoil from excavation, overcovering, and inundation as a result of water conveyance facility construction. Chapter 10, Page 10-90 and 10-91, lines 33-35 and 1.	LU P-6, AG P-1, AG P-8, NR P-1		The EIR should clarify what impact this loss of topsoil will have on Delta agriculture, habitat and recreation. Additionally, it should clarify if this could increase subsidence on Delta islands.	The topsoil management plan should incorporate mitigation for negative impacts to Delta agriculture, habitat, and recreation and other Delta land uses; and ensure that topsoil loss does not exacerbate soil subsidence.
47	LU-3, Construction activities under alternative 4 would be located around Hood. A permanent power line and new road would be constructed through the Eastern section of the community, and construction and the long-term placement of intakes 3 and 5 would be built about 1/4 mile north and 1/2 mile south of Hood, respectively, and would substantially alter the lands to the north and south of the community. This is of significance to the DPC as the Delta Protection Act of 1992 finds and declares that the cities, towns, and settlements within the Delta are of significant historical, cultural, and economic value and that their continued protection is important to the economic and cultural vitality of the region.	Create physical structures adjacent to and through a portion of an existing community as a result of constructing the proposed Water Conveyance Facility. EIR/EIS Chapter 13, Page 13-114, Line 12-19	LU-1, NR-8, UI-1	Delta Trail; ESP 12.4 (Bullet 2); Delta Plan DP-R3, DP R-9	As a staging area for construction (consisting of parking areas, offices, and more) will be established adjacent to Hood, direct commerce activities (restaurants for construction workers, etc.) to Hood so community members can realize the financial benefits. Ensure that development for Hood's construction area will have long term sustainable, multi-beneficial uses beyond the BDCP (e.g., visitor parking/staging area, or parking for Hood's visitor facilities such as the Packing Shed which is being converted into a Visitor Center). Incorporate community participation into decision making process. Road improvements within and surrounding Hood should include Class II Trails connecting the Capital Southeast Connector Project to Stone Lakes National Wildlife Refuge to the Hood riverfront for future use after BDCP construction; A mitigation measure should be added to establish a "Delta Compensation Fund" funded by the project proponent and administered by an impartial and independent third party, with funding sufficient to address deleterious impacts created by completion of the BDCP Conservation Measures (especially the construction of the tunnels) placed into an escrow account. The administrator of the Delta Compensation Fund would make payments directly to affected parties. This would both provide an impartial means of addressing negative impacts and a prompt method to compensate those affected.	Conduct socioeconomic impacts assessment for the town of Hood before, during, and after construction. Utilizing socioeconomic adaptive management, direct funding from Delta Investment Fund to mitigate for adverse impacts that the physical structures cause to Hood from changes in community demographics, real estate/businesses, employment and aesthetic quality of the community.
48	AES-1, Alteration of existing visual quality/character from the construction of north Delta intake facilities along the Sacramento River Channel, construction affiliated with the new 40 acre intermediate forebay north of Twin Cities Road and expansion of the Clifton Court Forebay, large spoil/borrow storage area near Clarksburg, and other sites including reusable tunnel material areas, shaft sites, docks and barge traffic, access roads, concrete batch plants and fuel stations, and the construction of the head of the Old River Operable Barrier. This is of significance to the DPC's numerous program areas and policies which aim to enhance the Delta's recreational and tourism economies, as these alterations will cause blight throughout the Delta's landscape, making it less attractive for tourism/recreation.	Substantial alteration in existing visual quality or character during construction. Chapter 17, page 17-183, Line 24-38	NR-8, UI-1	Delta Trail; ESP 12.4 (Bullet 2); Delta Plan DP-R2, DP-R3, DP-R9	Consideration must be made in all improvements and mitigation to consider the "Delta as an Evolving Place". Due to unforeseen future conditions, not all impacts can be predictable, and therefore adaptive management must be incorporated into socioeconomic improvements and mitigation.	Conduct socioeconomic impacts assessment for Clarksburg and the other communities impacted by construction before, during and after construction. Utilizing socioeconomic adaptive management, direct funding from Delta Investment Fund to mitigate for adverse impacts that the physical structures cause to Clarksburg and the other communities from changes in community demographics, real estate/businesses, employment and aesthetic quality of the community.
49	AES-2, Intake structures, pumping plants, surge towers, large-scale borrow/spoil and RTM area landscape effects, shaft sites, and transmission lines would result in significant impacts on scenic vistas. This is of significance to the DPC's numerous program areas and policies which aim to enhance the Delta's recreational and tourism economies, as these alterations will cause blight throughout the Delta's landscape, making it less attractive as a haven for tourism/recreation.	Permanent effects on a Scenic Vista from Conveyance Facilities. Chapter 17, Page 17-194, Line 33-40	NR-8, UI-2	Delta Trail; ESP 12.4 (Bullet 2); Delta Plan DP-R3		Develop an adaptive design plan.

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50	AES-3, Permanent Damage to Scenic Resources along State Scenic Hwy 160 from Construction. This is of significance to the DPC, as the Delta Plan recommends the DPC nominate Highway 160 as a National Scenic Byway. Damage to such resources could weaken Highway 160's eligibility for this nomination. Additionally, such damage could eliminate potential future Delta Trail alignments making it difficult for the DPC to meet SB 1556, which mandated the DPC to develop a regional recreational trail system that crosses all five Delta counties and connects the San Francisco Bay Trails to planned and proposed Sacramento River Trails in Sacramento and Yolo Counties. In addition to hurting the Delta's recreation and tourism economy, this damage could negatively impact the Delta's sense of place that is held by local community members.	Permanent Damage to State Scenic Resources along a State Scenic Highway. Chapter 17, Page 17-197 Lines 9-13	LU-1, NR-8, RA-4, UI-1	Delta Trail, ESP 12.4 (Bullet 2); Delta Plan DP R-2, DP R-3, DP R-9		BDCP proponents should consult with Caltrans to ensure that Highway 160 remains in compliance with the State Scenic Highway Program, as Caltrans has authority under state law to revoke a scenic highway designation. If Highway 160 is delisted from the State Scenic Highway Program as a result of BDCP developments, then mitigation should ensure that local communities recover any economic losses from declines in tourism/recreation that result from the delisting. BDCP proponents should also consult with the U.S. Department of Transportation to ensure that any changes to the scenic resources of Highway 160 would not yield it ineligible for National Byway Nomination. Proponents should also consult with the DPC about potential Delta Trail alignments that could help the DPC meet its mandate of developing a regional recreational trail system which connects the SF Bay Trail with the Sacramento River Trail, bypassing any blighted areas that are developed from the BDCP, but still take advantage of the remaining scenic, historical, and natural resources of the Delta which the Delta Trail was intended to connect with.
51	AES-4, Development/construction would result in a new light source/glare which would adversely affect views. Facilities would also increase amount of nighttime lighting in the Delta. This is of significance to the DPC as such impacts could detract from the Delta's sense of place which could have negative impacts on the Delta's recreational and tourism economies, as well as the well-being of local Delta residents in the communities which the DPC strives to protect.	New light source/glare would result from construction/operation of conveyance facilities that would affect views, Chapter 17, Page 17-199, line 16-20	LU-1, NR-8, RA-4, UI-1	Delta Trail, ESP 12.4 (Bullet 2); Delta Plan DP R-3		
52	CUL-1, Recorded searches and inventory efforts have identified 10 archaeological sites in this alternative's footprint, many of which are deposit sites associated with prehistoric habitation and residence activities. There has been no single unified prehistoric chronology for the Delta and therefore many research questions remain unresolved, which these sites could help clarify. This is of significance to the DPC due to LURMP policies and program areas which intend to preserve and recognize the Delta's unique history and heritage in public/private facilities.	Construction Impacts on archaeological sites (identified), Chapter 18, Page 18-124: Line 13-19	LU-1, UI-1		Develop a unified prehistoric chronology for the Delta, utilizing artifacts excavated from these sites.	
53	CUL-2, Construction Impacts on archaeological sites that have not yet been identified. These sites may include valuable prehistoric and historic archaeological resources which may be useful in DPC's efforts to preserve and recognize the Delta's heritage and history in public/private facilities.	Effects on archaeological sites to be identified through future inventory efforts. Chapter 18, Page 18-127, Line 41-44, Page 18-128, Line 1-4	LU-1, UI-1			The treatment plan should be incorporated into socioeconomic mitigation activities. Treatment activities (e.g., historical preservation, documentation, etc.) should have direct economic development benefits to the communities (e.g., museums, businesses, etc. which preserve/interpret local history, while providing economic benefits to the communities through stimulation of cultural tourism).
54	CUL-3, Construction Impacts on archaeological sites (that may not be identified). These sites may include valuable prehistoric and historic archaeological resources which may be useful in DPC's efforts to preserve and recognize the Delta's heritage and history in public/private facilities.	Effects on archaeological sites that may not be identified through inventory efforts. Chapter 18, Page 18-131, Line 27-32	LU-1, UI-1			
55	CUL-4, The project area is sensitive for buried human remains, and the ground breaking construction work may damage previously unidentified buried human remains. This is of potential relevancy to the DPC's efforts to preserve and recognize the Delta's heritage and history in public/private facilities.	Effects on Buried Human Remains damaged during construction. Chapter 18, Page 18-133, Line 19	LU-1, UI-1			
56	Cul-5, Possible effects to eighteen built environment/architectural resources, including possible demolition and possible changes to the setting; yielding inability to convey significance	Construction effects on built environment/architectural resources, Chapter 18, Page 18-135, Line 16-20	LU-1, NR-8, UI-1	ESP 12.4 (Bullet 2)		The built environment treatment plan should be incorporated into socioeconomic mitigation activities. Treatment relevant to historical preservation, documentation, etc. should have direct economic development benefits to the communities (e.g., museums, businesses, etc. which preserve/interpret local history, while providing economic benefits to the communities through stimulation of cultural tourism).
57	Cul-6, Possible effects on historical/built environment resources from construction activities that have not yet been identified, as a majority of areas are legally inaccessible	Direct/indirect effects from construction activities on unidentified/unevaluated historic resources. Chapter 18, Page 18-138, Line 30-36	LU-1, UI-1	ESP 12.4 (Bullet 2)		
58	Trans-1, Alternative 4 would exacerbate unacceptable Levels of Service (LOS) for 13 roadway segments from increased construction vehicle trips. This is of significance to the DPC due to negative implications that traffic congestion would have on the Delta's economy and quality of life.	Increased construction vehicle trips resulting in unacceptable LOS. Chapter 19, Page 19-173, Line 1-4	AG-1, NR-8, RA-1, UI-1, UI-5	ESP 12.3 (Bullet 1 and 4), 12.4 (Bullet 1), Delta Trail; Delta Plan DP-R2, DP R3, DP R-9		Develop traffic management plan for public review prior to project commencement. Incorporate adaptive traffic control into a traffic management strategy to reduce potential unforeseen traffic impacts. Have residents and other stakeholders provide input in developing the traffic management plan.

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59	Trans-2, Construction would lead to further deterioration of roadway pavement conditions at 42 locations throughout study area. This is of significance to the DPC due to LURMP policies which intend to promote maintenance of Delta roadways for agricultural, commercial, recreational, and residential uses.	Increased construction vehicle trips exacerbating unacceptable pavement conditions. Chapter 19, Page 19-181 Line 10-17	AG-1, NR-8, UI-1, UI-5	ESP 12.3 (Bullet 1 and 4), 12.4 (Bullet 1), Delta Trail; Delta Plan DP-R2, DP R3, DP R-9	Project proponents should assess conditions of levees and levee roads to see if both can handle the increase in truck traffic with heavy loads and the increase in traffic frequency. Levees that are deficient should be upgraded to support heavy loads and increased frequecy. This assessment should be done prior to the traffic management plan.	All affected roadways should be improved from preconstruction conditions following construction (not just returned to existing conditions as described in Mitigation Measure Trans-2c). To the extent possible, consider DPC Resolution 02-12 which supports the incorporation of bicycle lanes as improvements are made to State Routes (4,12 and 160) in the Delta to support the Delta Trail.
60	Trans-3, Increase in safety hazards throughout Study Area, including interference with emergency routes due to an increase in amount of trucks using transportation system. Traffic on Byron Highway would also need to be rerouted, thus interfering with emergency services. This is of significance to the DPC as such interference could have detrimental effects on Delta residents and communities which the DPC strives to protect, thus impacting its economy, sense of place, vitality. Delta recreation could also be negatively impacted.	Increase in Safety Hazards, including interference with Emergency Routes during construction. Chapter 19, Page 19-183, Lines 17-22	AG-1, UI-1, UI-5	Emergency Response; Delta Plan DP R2, DP R3		Emergency plans must be developed to ensure that local residents are not negatively impacted by the interference. This may include, but is not limited to the development of emergency evacuation routes with local training and guidance on emergency evacuation, the development of temporary local emergency support facilities (e.g., hospitals, fire stations, etc.), increased training for local residents on CPR, fire protection, emergency preparedness, etc. to minimize emergencies.
61	Trans-10, Increased traffic volumes during Habitat Restoration construction and maintenance activities such as placement of fill material, levee construction, infrastructure construction and removal, vegetation planting and management, and levee maintenance throughout Delta for projects CM2-CM22. This is of significance to the DPC as such impacts could negatively impact agricultural operations, and recreational activities which the DPC strives to protect.	Chapter 19, Page 19-192, Line 5-11	AG-1, NR-8, UI-1, UI-5	Delta Plan DP R2, DP R3		
62	AQ-9, Constructions emissions would exceed Sacramento Air Quality Management District's daily mono Nitrogen Oxide thresholds between 2016 - 2022.	Generation of pollutants in excess of federal minimum standards. Chapter 22, Page 22-229, Line 22-27	UI-1			
63	AQ-11, exposure of sensitive receptors to health threats (cancer risk)	Chapter 22	UI-1			
64	AQ-13, construction would involve operation of diesel fuel construction equipment in close proximity to sensitive receptor near Byron highway,	Chapter 22, Page 22-252, Line 21-29	UI-1			
65	AQ-18, Construction/operation impacts generate criteria pollutants,	Chapter 22, Page 22-267, Line 27-31	UI-1			
66	AQ-19, Restoration/enhancement could lead to cumulative greenhouse gas emissions,	Chapter 22, Page 22-269, Line 3-6	UI-1			
67	NOI-1, Exposure of noise-sensitive land uses to noise from construction of conveyance facilities, intakes, truck trips/commutes, power transmission lines, earthmoving activities. This is of significance to the DPC because of negative effects on Delta residents which the DPC represents, and Delta communities and economies which the DPC seeks to protect and enhance.	Exposure of Noise-Sensitive Land Uses to Noise from Construction of Water Conveyance Facility. Chapter 12, Pages 23-110 to 23-121 (NEPA)	NR-8, RA-4, UI-1	ESP 12.3 (Bullet 2); Delta Trail, Delta Plan DP R2		Prior to construction, develop a noise management plan for public review in the affected areas, which ensures that noise is minimized geographically and temporally. Also incorporate mitigation for economic losses from decline in tourism/recreation that would result from noise pollution.
68	NOI-2, Exposure of sensitive receptors to vibration and ground borne noise from pile driving at intake sites and construction of water conveyance facilities.	Exposure of sensitive receptors to vibrations or groundbourne noise from construction. Chapter 23, Page 23-123, Line 21-27.	NR-8, RA-4, UI-2	ESP 12.3 (Bullet 2); Delta Trail, Delta Plan DP R2		Prior to construction, develop a noise management plan for public review in the affected areas, which ensures that noise is minimized geographically and temporally. Also incorporate mitigation for economic losses from decline in tourism/recreation that would result from noise pollution.
69	NOI-4, Exposure to noise sensitive land uses to noise from restoration activities (Yolo Bypass, Tidal Habitat Restoration, Floodplain Restoration, Channel Margin Habitat Enhancement, Riparian Habitat Restoration, and more) could impact residences within 1,200 feet of an active restoration work area during the day and 2,800 feet at night.	Exposure of noise-sensitive land uses to noise from proposed restoration implementation. Chapter 23-130, Line 5-13.	NR-8, RA-4, UI-3	ESP 12.3 (Bullet 2); Delta Trail, Delta Plan DP R3		Prior to construction, develop a noise management plan for public review in the affected areas, which ensures that noise is minimized geographically and temporally. Also incorporate mitigation for economic losses from decline in tourism/recreation that would result from noise pollution.

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70	CM2, CM4, CM5, CM6, and CM7 do not include sufficient access opportunities for recreational fishing to compensate for impacts to existing recreational fishing. In addition, CM20 proposes a boat inspection program that will limit boating access to Delta waterways to specific points of entry, hindering recreational boating access.	Impact REC-9: Result in Long-Term Reduction in Fishing Opportunities as a Result of Implementing Conservation Measures 2-21. Page 15-277- 15-283; Impact REC-10: Result in Long-Term Reduction in Boating-Related Recreation Opportunities as a Result of Implementing Conservation Measure 2-21, Page 15-285 -15-289	Recreation P1,P3, P4,P7,P12; Infrastructure P1,P5,P7; Agriculture P2, P3, P9; Natural Resources P1, P6, P8		CM2, CM4, CM5, CM6, and CM7 do not include sufficient access for fishing, boating , wildlife viewing or other types of recreation. These measures should compensate for impacts to current recreation opportunities by including new recreation opportunities and providing the recreation infrastructure necessary to accommodate users, such as access, trail heads, boat docks, interpretive kiosks, visitor parking and outdoor restrooms.	Regarding CM2 - There may be impacts to boating recreation on the Sacramento River and other connected waterways, if proposed changes to Yolo Bypass management increases the frequency, duration and magnitude of flood plain inundation and as a result decreases the water elevation in the Sacramento River and connected waterways. Changes in water elevation in Sacramento River was one affect showed by BDCP modeling and was not analyzed for impacts to boating recreation and it should be; Regarding CM20- Boat inspections at entry points are unrealistic and will have a detrimental impact on the recreational boating economy. It will also change and reduce the number of visitor days and vessel launches into the Delta, since boaters will need to take into account a 30 minute or longer wait time at inspection stations when planning a recreational trip. This may reduce the number of boaters who recreate for 3-4 hours, in particular boaters who recreate after a work day and want to spend the evening in the Delta. An inspection program may deter recreationists who go out for 3-4 hours or less. In addition, any comprehensive inspection program should be modeled after an inspection program of similiar size that covers the same number of square miles as the Legal Delta, the same number of marinas as are in the Legal Delta, and that generates 12 million visitor days and 6.5 millon boater days a year, as the Delta does. By making a comparison at the correct scale, the project proponent can come to a logical conclusion of the number of inspections stations needed to meet the user demand in the Delta. Currently, the BDCP proponents propose 7 stations, which is much less than other water recreation areas of similiar size (or even smaller). In addition, any inspection program should differentiate and provide streamlined access for Delta-only boats with special tags to reduce the number of boats that have to wait at inspections stations. Also, any inspection program proposal should work with an advisory group that includes boating recreation stakeholders.
71	Delta recreation spending underestimated by $76 million ($236 million in BDCP EIS/EIR, $312 million in DPC's Economic Sustainability Plan)	Chapter 16, page 16-22		ESP Chapter 8 (Recreation), section 3.5		
72	Table 16-21 underestimates impacts to Delta agriculture from CM-1 construction by showing only an annual impact and not the aggregate impact over the span of the entire construction period.	Chapter 16, page 16-62		ESP Chapter 7 (Agriculture), section 2.4		
73	Agricultural production value in the Delta is underestimated by $98 million ($687 million in BDCP EIS/EIR, $795 million in DPC's Economic Sustainability Plan)	Chapter 16, page 16-24		ESP Chapter 7 (Agriculture), section 2.4		
74	Agricultural impacts of Conservation Measures 2-22 are not included in Chapter 16 (Socioeconomics).	Chapter 16, page 16-75		ESP Chapter 7 (Agriculture), section 2.4		The EIS/EIR does not make any attempt to quantify economic impacts from agricultural land loss from Conservation Measures 2 through 22. It is almost assured that the negative economic effects to Delta agriculture from habitat restoration (especially tidal marsh restoration) would greatly exceed the negative effects from tunnel construction. The DPC's Economic Sustainability Plan estimated that habitat conversions would reduce agricultural output in the Delta by between $32 million and $132 million annually, with the majority of the loss stemming from BDCP restoration of 65,000 acres of tidal marsh.
75	Ag water quality and quantity impacts from proposed CM 1. Specifically, the BDCP states that these impacts remain significant and unavoidable after implementation of mitigation measures because (i) replacement water supplies associated with losses attributable to construction dewatering activities may not meet the preexisting demands or planned land use demands of the affected party, and (ii) the feasibility and effectiveness of phased actions to reduce EC levels is uncertain.	Chapter 14, page 14-125, lines 12-15	Agriculture P1, Water P1	ESP Chapter 7 (Agriculture), section 6.1		The BDCP lists these impacts as significant and unavoidable. The project proponent should ensure that there are no adverse impacts to water as a result of their project.
76	Municipal and industrial water quality impacts from proposed Conservation Measure 1 (salinity) and Conservation Measures 2-22 (dissolved organic carbon)	Appendix 3B, pages 42 (lines 27-41) and page 43 (lines 1-10)	Water P1	ESP Chapter 9 (Infrastructure), Section 5.1		The BDCP lists these impacts as significant and unavoidable. The project proponent should ensure that there are no adverse impacts to water as a result of their project. It is not enough to rely upon assistance that "may take the form of financial contributions, technical contributions, or partnerships."
77	The DEIR/EIS describes agriculture and recreation as the key sectors of the Delta economy and focuses its assessment of socio-economic impacts on these two (2) areas. The primary zone of the Delta also serves as a critical infrastructure hub (transportation, energy, and water) for the regional economy. The DEIR/EIS makes a few notes about natural gas wellheads that could be disrupted by the BDCP, but does not offer an adequate acknowledgement or assessment of socioeconomic impacts to other Delta infrastructure.	Chapter 16, page 16-4	UI-5	ESP Chapter 9 (Infrastructure)		

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78	Increased mosquito populations due to habitat restoration and standing water would create a public nuisance impacting legacy communities and residents/visitors that may further spread to urban areas in the secondary zone. This potential public nuisance could have an effect on resident/visitor quality of life, recreational activities, and potentially have a negative impact on the Delta economy. Also there may be an increase in vector-borne diseases as a result of implementing Conservation Measures CM2, CM7, CM10, and CM11.	Chapter 25, page 25-109, Lines 34-37; page 25-111, Lines 21-23; Chapter 25, page 25-123, Lines 34-37	NR-P10	Increase in mosquito populations could generate a decline in property values, diminishment of recreational areas and opportunities, and increased human discomfort creating both a nuisance and decreased economic sustainability of the Delta region. The increase in habitat restoration could breed mosquito populations causing both an increased risk of vector borne disease and refucing the quality of life for Delta residents by generating a public nuisance where residents and visitors will not want to be outdoors. This public nuisance effect will have a detrimental impact on legacy communities and their efforts to diversify the Delta economy through promoting recreation and agri-tourism.	Habitat restoration should be analyzed for the potential to increase mosquito populations and should be designed and managed to reduce nuisance impacts on residential communities.	Vector Control Districts should be allocated increased budgets and be compensated to manage increases in mosquito population. Project proponent state that they will work with local Vector Control Districts, but there is no mention of compensation and the increased resources that the Districts will need to accomplish this role. The Districts will be responsible for covering increased land area and resources should be direct towards them to accomplish this task.
79	Expose substantially more people to transmission lines generating new sources of Electric Magnetic Fields (EMF) as a result of the construction and operation of the water conveyance.	Chapter 25, page 25-120, Lines 1-41.	Infrastructure-P1			In order to reduce public exposure to Electric Magnetic Fields, all permanent transmission lines should be undergrounded. Doing so will avoid public health exposure and eliminate visual impacts to the landscape. The proposed measure to increase the height of transmission towers to reduce public health exposure will increase the visual impacts to the Delta's scenic vistas. The other proposed measure to widen the right of way for transmission lines to reduce public health exposure consumes more productive agricultural land.
80	Substantial increase in recreationist's exposure to pathogens as a result of implementing the restoration Conservation measures.	Chapter 25, page 25-123, Lines 5-26.	NR-P8		The DEIR/EIS indicates there will be limited public access to ROAs due to exposure to pathogens; instead, there should be mitigation measures to minimize the risk of pathogen transmission. To the greatest extent possible, Restoration Opportunity Areas (ROAs) should be open to recreation and tourism.	